TO BE ABANDONED AT TIMES

UNSETTLED: WEAKER DRIFT

NEW YORK, December 20 .- Domes tic wheat markets early in the week were very irregular. There was an abundance of conflicting influences which naturally caused nervousnes among traders, and hence prices fluc tuated rapidly and in a spasmodic manner. At the outset the attention of traders in this as well as in practically all other markets was concentrated on the eccentric variations at Chicage. Apparently that market was wholly under the centrol of a few large professionals, who showed their ability to force prices up or down as they saw fit. At the beginning large quantities of May were thrown on the Chicago market, which led dealers to believe that the leading built raders were endeavoring to get out, and there were many conservative commission men who thought that the deal had terminated, notwithstanding advices from authentic sources contradicting reports that Patten had given up the fight.

Cause of Early Selling. manner. At the outset the attention

### Cause of Early Selling.

General seiling was stimulated momentarily at the outset by predictions
that the report of the Department of
Agriculture would show a materially
larger yield of spring wheat than pretiously estimated. Some of the conkervative element were inclined to
think that the increase would amount
to 5,000,000 bushels, and possibly 10,500,000, while the chronic bears insisted
that it would reach 20,000,000 or over,

900,000, while the chronic bears insisted that it would reach 20,000,000 or over, I Naturally, there was much surprise, if not consternation, when the report was issued, and it was found that there had actually been a decrease in the spring wheat production instead of an increase, but this was partly offset by a larger yield of winter, so that the net result was a gain of approximately 4,000,000 bushels. As this increase was considered insignificant, prices immediately railled somewhat sharply. A crop of 664,604,000 bushels was considered no botter than moderate, as it will leave only a small exportable surplus.

Position of Foreign Markets.

Most of the time, cable advices were somewhat colorless, European markets being passive most of the time, notwithstanding the small world's shipments and the resultant decrease in the quantity on passage. It was also worthy of note that more than 50 ger cent of the wheat and flour put affoat last week was from North America. Immediately after the publication of the government report the market became decidedly firmer, and a more normal and healthy state of affairs obtained. Late in the week sluggishness and narrowness were noticeable reatures in the wheat market. Frequently speculators were showing much apathy, and hence the dealings were slow and the variations unimportant. Evidently the market was badly in need of leadership.

97 1816 1408 2896 1408 717 8414 54 Ex-dividend

### leadership. Little Interest in Corn.

Iditle Interest in Corn.

There was no life in the corn market during the week. In fact, trading was often stupidly dull, and hence the variations were insignificant, although there was a gradual downward drift. Offerings were fairly liberal, prompted chiefly by reports of increasing shipments from the interior. In the cash corn market supplies were offered more freely and at lower figures, which brought about a fair business for export.

The Cotton Market.

The market declined early in the

The Cotton Market.

The market declined early in the week on further scattered liquidation by traders and commission houses left over from last week's selling movement, and also a continuation of the activity of the speculators to depress prices as much as possible. This carried the general option list down about 20 points, to the low record of 5.75 for December, January 8.38, March 5.46, May 8.55, and July 8.55. These prices were reached Wednesday afternoon. Since then the market has gradually recovered most of this loss on a better class of buying by the larger and more important trade interests and

and more important trade interests and i covering of shorts. This was the feature of the rally during yesterday's to 10 points recovery.

Influencing Factors.

In the meantime, the spot markets are off only about 1-S to 1-4 of a cent. The stock of contract cotton here has been steadily increasing the last fortinght, and is new about \$5,000 bales, against 48,000 on December 1st, and about 112,000 a year ago. This increase in stocks here is not as bearish an argument as it would seem on its face, as the "short interest" in December options has been very large, and it was expected that the stock of cotton here would have to be increased to over 100,000 hales before the end of December to complete such settlements.

The course of the market next week.

tlements.
The course of the market next week and the near future will be influenced to a great extent by the character of the ginning report of the United States Census Bureau, due to be announced from the rostrum of the Cotton Dx-change at 16 o'clock on Monday, When the Agricultural Bureautics. change at 10 octock on aloniar. When the Agricultural Bureau's estimate of 12,920,000 bales was announced on Devember 5th, it was immediately construed by trade interests as bullish in that it compared with general expectations of a crop hearer 13,500,000 bales.

From the high level reached shortly green the publication of the government's crop estimate until Wednesday of this week, there has been a 'total decline of about 60 to 70 points, or \$3 to \$3.50 per bale. This decline of a load of the green the discounting of a Census Bureau's report on Monday to prove the inaccuracies of the govern.

The week there has been a 'total decline of about 60 to 70 points, or \$3 to \$3.500,000, bale or record crop of 1991.

Lynchburg Tobacco Market.

[Steelal to The Times-Dispatch.]

Lynchburg Tobacco Market.

[Steelal to The Times-Dispatch.] Census Bureau's report on Monday to prove the inaccuracies of the government of the claims of the bear accordance with the claims of the capacity and condition. The amount of the crop ginned from Dearmount of the c

sustained.

Monday's Ceusus Report.

The last Census Bureau's report showed 11,011,000 bales had been showed 11,011,000 bales had been ginned to December 1st. The National Ginners' Association, which estimates the ginning of the grop for the farmers' unions and Southern dealers, is understood to have issued a report tyesterday, making the total amount ginned from December 1st to December 1st, 105, 100 bales on the total would be 11,850,000 bales. This would be 11,850,000 bales on the total crop. From December 1st to December 1st, 105, 100 been been stated by the state of the state of

### THE STOCK MARKET OF THE WEEK

WHEAT MARKET FEVERISH AND SUPPORT OF PRICES SEEMED

| A Very Spasmodic | (From the New York Evening Post of Saturday.) | STOCK EXCHANGE TRANSACTIONS. | This week, Year, 8go, years Three week, Week, Year, 8go, years ago, years ag

### THE STOCK MARKET OF THE WEEK.

	Indiv	idual s	ales ar	id net	shows the week's highest, low changes of all securities sold gh and low prices are also giv	on the	New 3	ork Stock	91
í	and 1	909:	SECRETARIA NO				MATERIAL STATES	TO SECURE OF THE PARTY OF THE P	ΘĐ
į		907.		1908.	Week on	ding L	ecembe	r 19th. Not	21
j	High	Low.	High	Lov	v. Sales		Low.	Close, ch.	250
ı	16%	Affilia A Section	165%		Allis-Chalmer Co 8,500	1694	15	1534- %	
ı	43%	11	52%	14	Allis-Chalmer Co., pr, 13,200	5244	4814	1834 1	51
ı	12114	4134	8834	451%	Amalgamated Copper 252,975	8414	7784	78%- 4%	ŝ
1	715	STATE OF THE PARTY.	1014	STORY RUS	American Can 4,300	.014	814	874- 1/2	99
Į	6019	31	7614	44	American Can, pr 7,300	76%	•7214	1478 216	40
1	47.5	243%	48	25	Am. Car and Foun 22,100	48	464	45%- 14	ŝВ
Ì	103	78	100	8414	Am. Car and Foun., pr 800	10814	107	108	βŘ
١	5612	21	4434	2484	Amer. Cotton Oll 6.100	421/2	4134	411/2-1	<i>0</i> 10
i	90	70	974	88	Amer. Cotton Oll, pr 575	96	941/h	9119- 74	413
l	77.74	3214	50%	3134	American Locomotive 20,100	6716	54	5414- 254	捌
l	1113-	93	11074	\$514	American Locomotive, pr 400	11014	10934	11090+ 1/2	álb
Į	155	551/4	107	551/6	American Smelting556,300	18	76%	79%- 9	4
ì	117%	8134	11094	87%	American Smelling, pr 9,000	10316	OR ·	10034 31/2	AT.
١	1371/2	9254	13754	3834	American Sugar 11,600	1321/2	12635	128 - 4	ı'n
l	131	100	131	105	American Sugar, pr 300	130	129	129 1	ж
l	9814	60	9716	7214	Amer. Tobacco, pr 1,300	921/4	9084	01140- 14	40
ı	10814	6634	00%	66	Atchison 41.100	99	9614	95% - 244	Æ
۱	10186	78	10234	8386	Atchison, pr 1,700	10236	1011/2	101 % + 1/8	48
ŀ	12334	58	11114	5914	Atlantic Coast Line 2,600	111	•106	*10516-1	45
ļ	122	76%	111%	17614	Baltimore and Ohlo 102,750	11134	1081/4	10834-114	Ш
ł	8356	2654	50	3714	Brooklyn Rapid Tran 86,350	59	55%	5814+ 14	Æ
ľ	19556	138	18014	140	Canada Pacific 10,700	177%	174%	175 - 214	Æ
ŀ	65	2314	59	2514	Chesapeake and Ohlo 72,650	59	65	55%- 2%	di
l	18	674	1454	314	Chicago Great West 5,050	12	11	111/1- 28	40
l	9274	48	7055	47	C., C., C. and St. Louis, 8,500	7014	66	66 - 234	扫
ŧ	5774	S. Tr	42	15%	Col. Fuel and Iron 23,700	4014	3614	8716- 2	45
ı	3874	17	69	21	Col. and Southern 30,550	581/2	5414	58 + 314	48
ı	6914	41	76	50%	Col. and South., 1st pr 7,000	76	7214	77 + 314	48
ì	651/6	201/4	7314	3911	Col. and South., 2d pr 1,600	731/2	6734	7256 - 556	12
١	78	25	383	2714	Distilling Securities 6,600	3634	35	35%- %	R
l	4414	1214	36	12	Erie	35%	3294	82%-1	ь
ı	7534	28	5094	24%	Erie, 1st pr 9,200	809a	4734	47%- 216	В
١	67	20	41	16	Erie, 2d pr 2,500	4084	381/4	39 -1	Ш
ŀ	163	8914	16234	111	Generale Electric Co 14,600	16132	1561/4	167 1	В
l	18934	10756	14576	11334	Great Northern, pr 145,200	145%	143	144 + %	П
ŀ	85	37	7516	4814	Great Northern otfs 11,200	7344	71	71 - 316	13
l	127	116	14934	1221/2	Illinois Central 11,150	14831	14434	145%- 2%	1 :
ı	1814	714	1314	3	International Paper 2,400	12%	11%	12 ± 1/2 571/4 ± 1/2	18
ı	SI	51	65	47	International Paper, pr., 2,450	5814	57	5714+ 1/2	18
ı	14514	851,6	124	8714	Louisville and Nashville, 4,000	124	120	121%- 14	H
١	928	44%	6714	2816	Missouri Pacific 36,300	6714	62	6314-1	11
ı	76%	33	92	36	National Lead 22,800	81	76	6314-1 77-31/4	It
į	103	. 80	1061/4	8714	National Lead, pr 756	106	104	104	13
ľ	3434	80	12274	9014	New York Central105,800	12274	118	118 - 8	
	135 0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	200 April 100 Ap	THE RESERVE AND ADDRESS.	STREET, STREET	The second secon	STREET, SQUARE, SQUARE,	THYSICS - CERTIFICAL	440/	1.3

BOND MARKET OF THE WEEK.

		Railway and Miscellaneous Bonds.	1	
	1908. . Low.	Sales in   \$1,000.   High.     Is Adams Express col. tr. 4s.   93     276 Allis-Chalmers 5s   86     388 American Tobacco 4s   79     128 American Tobacco 4s   108     165 American Tol. and Tel. col. 4s   93     1,351 American Tel. and Tel. cvt. 1s   94     188 Am. Tel. and Tel. cvt. 1st pd   93     15 At. A. and S. Fe. E. O. div. 4s   93     29 Atlantic Coast Line, L. and N. 4s   87     5 Baltimore and Ohio prior lien 3     8 Baltimore and Ohio gold 4s   109     18 Baltimore and Ohio S. W. div. 3     18 Baltimore and Ohio S. W. div. 3     18 Central of Georgia Rallway con. 5s   109     18 Scentral of Georgia Rallway con. 5s   109     19	Low.	Close, ch.
96	83	18 Adams Express col, tr. 4s	9214	9214-14
86	78	276 Allis-Chalmers 5s 86	81	84 — 2 7756— 1
11114	96%	386 American Tobacco 4s	107%	77% — 1 108 — 1/4
tiers.	7516	55 American Tel. and Tel. col. 48 93	93	93
Dirto	8414	1,351 American Tel. and Tel. evt. 48 94%	9416	94½- ¾ 93 - ¾
9358	9514	198 Am, Tel. and Tel. cvt., 1st pd	93	93 - %
8834	71	29 Atlantic Coast Line, L. and N. 4s 87%	87	87 - 14
9518	90	5 Baltimore and Ohio prior lien 31/28 95	95	95 1000%— 38
102	961/4	82 Baltimore and Ohio gold 48 190½	9254	0016-1- 36
1105%	83% 97%	18 Baltimore and Ohic S. W. div. 3½8 93 58 Central of Georgia Railway con. 58 109½	109	921/2+ 5/8 1091/2+ 1/4
81	66	1 Control of Cleargia Ballway 1st inc. Si	SI	81
65	4476	23 Central of Georgia Railway 2d inc 54	63 63	63
57 5214	5214	1 Central of Georgia 3d stp. 25 ad. pd 5214	5214	52 -
11616	1071/2	33 Checapeake and Chio con. 58 115%	11512	1151/2
10734	96	101 Chesapeake and Ohio gen. 41/28 107	106 90%	106¼ — ¼ 92 + 1½
921	8314	46 Chesapeake and Ohio 4s Bib Sandy div. 92 265 C. R. I. and Pac. ref. 4s	8978	893 14
10114	94	12 Chi., R. I. and Pac. gen. 48 1011/4	10114	1011/2+ 1/4
9734	9646	10 Chi., R. I. and Pac, gen. 4s reg 97%	97% 85	19174 + 174
89% 76%	591/2 553/4	78 Chi., R. I. and Pac. R. R. col. 58 86 396 Chi., R. I. and Pac. R. R. col. 48 7538	71	74 34 - 54
9914	92	53 C., C., C. and St. Louis gen. 48 98	9796	8641- 36 1436- 96 98 + 32 964+ 36
9633	90	1 C., C., C. and St. Louis C. div. 1st 4s 9614	961/4 1253/4	12574 + 58
12534	117	1 Erie 1st con. 7s	77	77 - 2 3
70	40	62 Erie cvt. 4s, Series B	6735	114 /2-11
103	93%	1 Erie 3d ext. 45s	103 5914	105 + 4 90 + %
76	50 55	36 Erie prior lien 48	75	75 - 54
84	70	3 General Electric 31/28 84	84	84 + 54
138	108	94 General Electric 58	137	1871/4+ 11/4
1001/2	9974	313 Illinois Central 48, 1956 W. 1	9914	9916- 216
120	11256	12 Louisville and Nashville gen. 6s 118	117%	11776- 216
102	95	6 Louisville and Nashville uni. 4s 102	102 961/4	102 + 16 98 + 15
98	88	161 Louisville and Nashville col. tr. 48 98	103	103 + 3
103	971 <u>6</u> 86	8 L and N., Atl. Knox and Cin. 48 95	95	95
11214	112	12 L. and N., S. and N. Ala. con. 5s 11214	112 101%	101% + 1/4
103	8774 821/2	1 Missouri Pacific col. tr. 58, 1329	87	87
124	113	10 Mobile and Ohlo new 68 1211/2	1211/4	12114-1-
10014	92%	135 New York, Ontario and Western 48 100	10014	100%+ 1%
9984	921/4 841/4	41 Norfolk and Western con. 48	9514	96 4 34
96. 11014	1104	2 Pennsylvania Rathroad 5s, 1919 11014	11014	110¼+ 5¼ 106¼ 9858
10655	10234	23 Pennsylvania Railroad 4%s 1061/2	9814	10614
99	91%	223 Pennsylvania Railroad conv. 3½8, 1912 98 % 528 Pennsylvania Railroad cot. 3½8, 1915 95%	0456	0156 14
9614	9214	1 Pennsylvania Railroad gtd 31/28, 1916 971/2	9732	971/2- %
10514	10014	152 Pennsylvania Rain oad 48, 19485 10414	1041/8 91	104¼+ ¼ 91 + 2¼
941/4	8614 4314	13 Pennsylvania Ralifond 25/28, 19418	6214	621/2-1
06%	8714	389 Southern Pacific rfg. 4s 9634	9636	<b>师从十</b> ¼
94	83%	66 Southern Pacific col. tr. 45 91/2	91 99	91 — 1/2 99
99	911/6 821/6	1 Southern Patitivay con 58	108	10814-1- 14
100 8715	75	3 Southern Railway, M. and O. div 87%	8734	1081/2+ 1/4 87%   %
7616	70	51 Southern Rallwn 4s 75%	76 10214	75 — 84 1021/4 — 1/2
103%	8514 855a	10   Mobile and Ohlo new 68	10-12	10055- 4
154	9434	29 Virginia Carolina Chemical 58 941/2	9446	0114- 14
741	3774	2,875 Wabash ref. 48	70¼ 110%	111 - 3
112	100 8416	12 Wabash 4st 5s	10016	1001/4
85	37	25 Wabash deb., Series B 85	85	85 + 2
102	100	10 Wabash Eq. 5s	6214	100 + 16
57	41	Wabash-Pittsburg, 2d 48	13	13 - 5a
8116	19	425 Western Maryland 48 811/4	7916	811/8+ 21/8
58	30	10 Wabash Eq. 5s   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	munici	pal bonds
T	otal sa \$30,378	ties for the week, including \$550,000 government and		
Weig	400,010	ere	Market Street	AND OWNER OF THE PARTY.

The receipts for the past four months have been the heaviest here for the corresponding period in fourteen years

Shelby Barrow, assistant general pas-senger agent of the Erie Rallroad, died to-day at his home in Newark, N. J. of heart failure, following Bright's

Mr. Barrow, who was born in Baton Rouge, La., fifty-seven years ago, had been with the Eric for ten years. His early railroading experience was with the Chicago and Northwestern. Mr. Barrow leaves a wife and five children. The burial will be in Nashville, Tenn.

Sharp Setback in Stocks Occurred During the Past Week.

### NO EASE AFTER NEW YEAR

Enormous Capital Issues Await the Flotation of Many Large Loans.

NEW YORK, December 29.—The harp setback in prices of stocks which last week belied the hopes element, which NEW YORK, December 20.—The sharp setback in pitces of stocks which occurred last week belied the hopes or the speculative element, which counted on the pretection of the market against reaction by the millionairo operators, through the tightening of the year-end money markets. The support of prices, rigidly maintained during the last few months, was seemingly abandoned at times during the week, and the diminished supply of resources available for horrowing for speculative purposes was clearly, an element in that course of conduct.

The causes back of the raising interest rates for money were sufficiently obvious. The week's drain on each resources along, what with the gold shipment of the previous Saturday and the large sums paid into the

gold shipment of the previous Saturday and the large sums paid into the Subtreasury on subscriptions to the Panama bonds, was sufficient to wipe out the surplus reserve of the banks. At the same time nearly every day, saw an announcement of some new bond sale, or of some issue to be offered for sale in the not distant future. The New York exchange rate at Chicago advanced to a premium in the process of remittance. These sources of relief, while calculated to supply requirements of syndicates or mercantile borrowers, are not so assured a resource for stock market borrowers.

No Hase Expected.

In the longer view of the money market alse the conviction is not so strong

72 - 24, per cent, will call for something like 624-13, 545,000,000. It is expected that the 1115-15 as cumulation of this considerable sum 114 - 15 will begin soon after the first of the 624-13, year.

The Tariff Hearings.

The progress of hearings on the tariff revision before the Ways and Menns Committee of the House at Washington indicates a widening scope and deeper consequences to flow from the course to be taken by that work. The attitude of the President-cleat on that subject, as disclosed in his public utterances are taken to foreshadow his active sympathy with this tendency. Mr. Taft's views on the Sherman antitrust law also remove some assumptions as to the immunity likely to be enjoyed by corporations under the new administration.

Threats of a movement in Congress against the proposed increase in freight rates by the railroads opened up a new prospect of governmental The Tariff Hearings.

freight rates by the railroads opened up a new prospect of governmental intervention. It is the belief of those interested in railroads, however, that the comprehensive changes in rates and classifications proposed by all the great railroad systems, will be a material factor towards re-establishing the revenues of the railroads. The placing of the Pennsylvania railroad's yearly order for steel rails was an important incident of the Week. A general placing of orders soon is lookgeneral placing of orders soon is look-ed for now.

Manchester Bureau, Times-Dispatch, No. 1102 Hull Street. Since the announcement that the Anti-Saloon League contempited call-ing for an election in Richmond there

has been much discussion on the sub-ject of local option in this city. The

has been much discussion on the subject of local option in this city. This sentiment as far as can be learned seems to be about evenly divided. Even the liquor men seem to agree that should the league call for an election in Richmond it will also ask for one in this city.

"Manchester will never go dry as long as Richmond remains wot;" said a business man yesterday, "The supporters of the wet side have no fear of an election in this city until one is called in Richmond."

Are Fish After All.

Thinking to provide himself with a bountful Sunday dinner, Pat Bowen (white), without leave or license, liberally helped himself to two bunches of cholee fish which were lying on a stand in front of Schwartz's store Saturday night, and wended his way peacefully home.

He didn't mention the matter to the owner of the fish, but they were soon missed. Some one seeing Pat on the way home, thinking he had spent the day on the banks of the James, mentioned the large catch to Mr. Schwartz. The owner immediately got out a warrant, and yesterday morning before Pat had arisen Officers Wright and Moore went to his house and placed him under arrest.

Pat finally got a fish dinner, but it was the kind that Sergeant Saunders deals out.

Christmas Hill at the Leader.

News of the Southside

Financial.

Financial.

Financial.

NINTH AND MAIN STREETS

Depository for the State of Virginia and City of Richmond

Capital, - - \$200,000.00

Conducts a General Banking Business. Acts as Trustee, Guardian, Receiver, etc. Business, Personal and Accounts of Corporations Solicited. Savings Accounts a Specialty. 3% Interest Allowed.

### LOANS

On Richmond Real Estate and Approved Collateral.

### STATEMENT DECEMBER 19, 1908.

Correspondence
Invited

Capital Stock, . . . \$200,000.00 Surplus and Profits, . \$ 40,384.65 Deposits, . . . \$650,635.00 Total, . . . \$891,019.65

Correspondence Invited

OLIVER J. SANDS, A. R. HOLLADAY, CHAS. A. PEPLE, . . . O. E. PARRISH, P. E. W. GOODWIN,

Vice-President Cashier Church Hill Bank-Branch Cashier Bank of Commerce-Branch

### Auction Sales, Juture Days By C. L. & H. L. Denoon, Real Estate Auctioneers.

EXECUTOR'S SALE OF THAT DE-SIRABLE AND WELL LOCATED BRICK DWELLING, \*

### No. 809 W. Main St.

To settle an estate we will sell by public auction, on the promises, on TUESDAY, DECEMBER 22, 1908, at 4 o'clock P. M., the above described dwelling, which contains nine rooms with modern improvements. The lot is very deep, with stable fronting on the

This property must be sold to settle an estate, and this sale offers a rare chance to secure a home or paying in-vestment, as it is a good renter. TERMS: One-third cash, balance six, twelve and eighteen months; six per cent: interest for notes, secured on the property.

mas music and arranging for the cele-brations. The public schools will close for about ten days from Thursday. At

the kindergarten the children will

C. L. & H. L. DENOON, Auctloneers.

### Railroads.

# Christmas and New Year Holiday Rates

### Via All Railroads.

Tickets on sale December 18, 19, 23, 24, 25, 30 and 31, 1908, and January 1, 1909, with final limit January 6, 1909, at office of Richmond Transfer Co., 509 at office of Richmond Transfer Co., 509 East Main Street, Jefferson and Murphy's Hotels. Baggage called for and checked from residence to destination of tickets. Cab service.

of tickets. Cab service.

RICHMOND AND CHESAPEAKE BAY
RAILWAY CO.—Summer schedule of electric train to an: from Ashland, stopping
at intermediate stations upon signal.—Leave
Richmond (Broad and Laurel Sts.): 6:05,
7:10, 8:10, 9:10, '10:10, 1:110 A. M.: '12:10,
1:10, 2:11, 3:10, 4:10, 5:10, 6:10, 7:10, 8:10,
2:10, '10:10, 1:145 P. M. Lv. Ashland: 5:55,
7:00, 8:00, 9:00, 10:00, '1:10:0 A. M.: 12:99
M.: '4:100, 2:00, 3:00, 4:00, 5:00, 6:00, 7:00,
8:00, 9:00, '10:00, "10:20, '11:00 P. M.
'Saturdays and Sundays only, 'Dally
except Saturdays and Sundays.

### Steamboats.

### OLD DOMINION STEAMSHIP CO.

NIGHT LINE FOR NORFOLK.
Leave Richmond every evening (foot Ash Street) at 7 P. M., stopping at Newport News en route. Fare, \$2.00 one way; \$4.00 round trip, including stateroom berth; meals, 5) cents. Street cars to stammer's wharf. FOR NEW YORK
Via Night Line steamers (except Saturday), making connection in Norfolk with Main Line Ship following day at 7 P. M.; also Nerfolk and Western Ry, at 9 A. M. and 3 P. M.; a..d Chesapeake and Chio Ry, at 9 A. M. and 4 P. M., making connection daily (except Sunday), at Norfolk with Main Line Ship salling at 7 P. M., Tickets at O. D. Line Office, 808 E. Main Street, Richmond Transfer Ce., 899 E. Main Street; The Jeffitson, Murphys Holel. NIGHT LINE FOR NORFOLK.

Virginia Navigation Company

JAMES RIVER DAY LINE,
STEAMER MOBIACK, LEAVES PROMLID DOMINION WHARF MONDAY, WEDLESDAY and FRIDAY at 7 A. M. for Norlik, Portsmouth, Old Pat 7 A. M. for Norlik, Portsmouth, Old Pat 7 A. M. for NorNorwall Resport Nows, folk, Portsmouth, Old Point, Newport Nows, Claremonth and James River landings, connecting at Old Point for Washington, Baitimore and the North. Electric cars direct to the wharf. Tickets on sale at Richmond Transfer Co., 309 East Main Street; 808 East Main Street, or on wharf or steamer. Fare to Norfolk, one way, \$1.25. Round trip, \$2150; second-class, \$1.00. Meals, \$60 cents. Freight received for above-named places and all points in Eisstern Virginia, North Carolina and the East,

the kindergarten the children will be given a special treat in the way of a Christmas tree. For the past week or more they have been engaged in making presents for friends of the school Merchants are busy, and the city has a general holiday air.

Personals and Briefs.

The cigars are on Sergeant Saunders. He is the proud father of two brand-new hables—a boy, and a girl. The pair arrived yesterday about noon, and since then the sergeant has been receiving the congratulations of his friends.

The funeral of W. H. White took place Saturday from Bainbridge Street Baptist Church. Rev. W. J. Durham Officiated. Interment was made in Maury Cemetery.

# The WINTER in ER

is the more enjoyable if you go abroad by the Famous Steamers of the

### White Star Line The CEDRIC TOO foot ling

Baptist Church. Rev. W. J. Durnam Officiated. Interment was made in Maury Cemetery.

Manchester Ledge, No. 14, A. F. and A. M., will hold a meeting to-night, at which officers for the ensuing year will be installed.

Captain Lipscomb. of the local police force, and Constable Watts, of Chesterfield county, went on a trip to a point near Petersburg yesterday in quest of some negroes wanted in Swansbore for shooting crap.

Alec Jones, colored, filled himself up on corn liquar Saturday night and got down and out. He was picked up by Officer Ely and carried to the station-house. Yesterday he was balled by Squire Jordan for appearance this morning in the Police Court.

The Corporation Court will convene to-day for the December term. Those are no criminal cases on the docket, and only a few chancery cases. The term will not consume more than a few days.

Dr. John F. Branstord, of Bon Air, Sails Jan. 9th, Feb. 20th Via Azores, Madeira, Gibraltar Richmond and Petersburg Electric Railway Also alternate sailings

From NEW YORK & BOSTON by Republic (15,500 tons) Canopic (12,100 tons) Cretic (13,500 tons) Romanic (11,400 tons) Full purticulars promptly farnished by WHITE STAR LINE\_ Company's Office, 9 Broadway

### Combination Water and Rail Tours Southern Pacific Steamships

was the kind that Sergant Saunders deals out.

Christman Hill at the Leader.

An attractive bill has been arranged at the Leader Theatre for Christman week, consisting of vaudeville, illustrated songs and moving pictures. Carlysle and LeClair, who head the life will give the audience a glimpse of real stage life in their laughable skit, entitled "Vandeville Life." Frank, Sylvester, a dancing comedian and monologist, has an act that takes wherever he goes, and is highly complimented by the newspapers. Billy Svivester will appear in black face, and in an act composed of songs, daucing and a negro monologue. The songs of Miss Louise Jones, a well-known contraits, never fail to please. There will be two performances Ciristmas agy.

Preparing for Christmas agy.

Preparing for Christmas agy.

Preparations for Christmas agy.

Preparations for Christmas are being started in sarnest throughout the city. The churches and Sunday schools are busily engaged in practicing Christ. NEW YORK and NEW ORLEANS,
Choice of saveral Routes to and from
lither City through South and Middle
West and return to starting point,
SPECIAL ROUND TRIP RATES,
B. B. HARBEE, Agent,
29 W. Baltiguere St., Baltimore

Life Insurance Co. of Virginia on desirably located business or residence property. For terms and conditions call on or address

Mr. J. T. LAWRENCE HOME OFFICE, EICHMOND, VA.

# Christmas Presents

SavingsBank of Richmond 1117 East Main Street.

Railroads.

### Southern Railway.

TRAINS LEAVE RICHMONE

lished only as information, and are not guaranteed;
6:20 A, M.—Daily—Local for Charlotte,
11:00 A, M.—Daily—Local for Charlotte,
11:00 A, M.—Daily—Limited—Puffet Broiler
to Atlanta and Birmingham, New
Orleans, Memphis, Chattanoogs, and
all the South, Through coach for
Chase City, Oxford, Durham,
6:00 P, M.—Ex. Sunday—Keysyille Local,
12:20 A, M.—Daily—Limited Pullman ready
9:30 P, M.—Daily—Limited Pullman ready
9:30 P, M.—Daily—Limited Pullman ready
7:50 P, M.—Ex. Sunday—To West Point—
connecting for Baltimore Monday,
Wednesday and Frilay,
2:15 P, M.—Monday, Wednesday and Friday—Local to West Point.
4:30 A, M.—Ex. Sunday—Local to West
Point.

From the South: 7:00 A. M., 9:30 P. M., daily (Express), 8:40 A. M., Ex. Sun., 4:10 P. M., daily (Local).

West Point: \$:20 A. M., daily; M., Wed, and Fri.; 5:45 P. M., Ex.

### Richmond, Fredericksb'g & Potomac R. R. SCHEDULE EFFECTIVE SEPT. 6, 1908. TO AND FROM WASHINGTON AND BEYOND.

Leave Richmond | Arrive Richmond

\*Daily. †Weekdays. |Sundays only. All trains to or from Byrd Street Station stop at Elba. Time of arrivals and departures not guaranteed. Read the signs.

## Chesapeake & Ohio Railway

Chesapeake & Uhio Kallway

9:00 A. / Fast daily trains to Old Point,
4:00 P. / Newport News and Norfolk.
7:46 A.—Daily. Local to Newport News.
5:00 P.—Daily. Local to Newport News.
5:00 P.—Daily. Local to Old Point,
2:00 P. / Daily. Louisville, Cincinnati, Chi1:00 P. / Cago and St. Louis Pullmans.
5:56 A.—Daily. Chille, exc. Sun. C. Forge.
5:15 P.—Week Days. Local to Gville.
10:00 A.—Daily. L'burg. Lex., C. Forge.
5:15 F.—Week Days. To Lynchburg.

TRAINS ARRIVE RICHMOND.
Local from East—5:45 A. M., 8:15 P. M.
Through from East—5:50 A. M., 7:45 P. M.
James River Line—8:35 A. M., 8:50 P. M.
\*Daily oxcept Sunday.

### Norfolk & Western Railway.

ONLY ALL RAIL LINE TO NORFOLK. Schedule in Effect October 18, 1908. Schedule in Effect October 18, 1908,
Leave Byrd. Street Station, Richmond,
Dally: FOR NORFOLK: 3:00 A. M., 3:00
P. M. and 6:00 F. M. FOR LYNCHBURY:
AND THE WEST: 9:00 A. M., 12:10 P. M.,
9:10 P. M. Arrive Richmond: From Norfelk, 11:45 A. M., 2:05 P. M., 8:15 P. M.
Pullman Parlor and Steeping Cars. Cafe
Dining Cars.
W. B. HPWILL, C. H. BOSLIEY.
Gen. Pass. Agent. District Pass, Agent.

Cars leave Manchester, Seventh and Perry Streets, for Petersburg:

\*6, 7, 8, \*9, 10, 11, \*12 P. M., 1, 2, \*3, 4, 5 \*5, 7, 8, \*9, 10 P. M. M., 1, 2, \*3, 4, 11 P. M. Tor Chester; 12 midnight for Petersburg, Cars leave Petersburg, foot Sycamors Street, for Manchester:

8:35, \*\*7:15, \*7:35, 8:35, 9:35, \*10:85, 11:35
A. M. 13:35, \*1:35, \$1:35, \$1:35, \*4:45, 5:35, 6:25, \*7:85, 8:35, 9:35, \*10:40, 71:40 P. M. \*Carriers bagsage and express.

\*\*Limited, except Sundays and holidays.
Ali cars from Petersburg connect wite earn for Richmond.

Seaboard Air Line Railway.

SCADORIC AIT LINE KAIWAY.
SOUTHBOUND TRAINS SCHEDULED TO
LEAVE RICHMOND DAILY.

\$:10 A. M.—Local to Norline, Raleigh,
Cherictre, Wilmington. 12:25 P. M.—Sleepere and ceaches, Atlanta, Birmingham, Memphis, Sayannah, Jacksonville and Florida
public. 10:55 P. M.—Sleepers and coachet
Eavannah, Jacksonville, Atlanta, Birmingtam and Mamphis.
NORTHEBOUND TRAINS SCHEDULED TO
ARRIVE RICHMOND DAILY.

5:27 A. M., 6:10 P. M., 5:46 P. M.
H. K. LEARD, D. P., A.

kaladining timas its exercises and entire San a learning by microaches and interestinate by